rotten planks and other unwholesome matters peculiar to the gravedigger's *sanctum sanctorum*. This civil functionary, while giving his ready aid, likewise mentioned another brass, which, as he informed me, lay under a greater accumulation of similar base refuse at another corner of the same tower; but time not serving, I was obliged to leave to another opportunity the task of uncovering it.

Respecting this large brass, I have consulted the authors above quoted, with some others, but have not succeeded in discovering any description of it in the lists preserved in their writings. The date upon the monument itself is 1545, a period of no great antiquity in Stowe's time; but from the omission of any mention of it on his part, it would seem not only to have been one of those which had disappeared by his time, but that the memory of it had likewise gone into oblivion. Neither have I been able to discover, so far as I have gone, the name of John Lymsey in the account of such as have been benefactors to the church, nor otherwise among those who have held lands in the parish, or have taken a part in its affairs, although from the appearance of the effigy and the heraldic insignia it is to be presumed that they could not have appertained to any insignificant person. But as it is not shewn in the legend that John Lymsey himself was buried in the church, it may be conceived that he himself belonged to another parish, and that the monument was placed by the testamentary direction of his widow, who may have removed hither, and the date of whose demise is not recorded.

Again, it is possible that the monument itself might have been removed hither on the decay or demolition of some other church, as in the case of the monument of Hugh Platt, brought from the old chapel at Highgate, and set up in the church of St. Pancras, with this difference, that the one has been carefully preserved and twice restored by the piety of the heads of St. John's College, Cambridge, to whom he was a benefactor in the lands still appertaining to that college in Kentish-town, while in the case of Lymsey, supposing its removal, his memorial has been put by in neglect.

I have been moved to the above inquiries and speculations in order that I might be enabled to substantiate as far as I might the expediency of an endeavour to rescue this brass from the obscurity and decay to which it is liable in its present situation. With this view, I should have considered that such a plea would have been greatly enhanced had I succeeded in discovering some association between the name which it records, and the history or transactions of its locality. But I do not assert that I have by any means made an adequate inquiry in this direction, having only perused such authors as might be considered likely to furnish the required information, but without any research in connection with the armorial bearings as they appear on the three remaining shields, nor any inquiry into collateral sources of discovery.

The brass, being boldly executed, has remained sharp, and capable of being restored; *i.e.*, by replacing the colouring matter, and renewing the rivets in some parts where they have given way; and, moreover, should the deficient part of the legend be discovered in any account of the Hackney monuments which may have escaped my notice, by restoring that, the monument may be rendered as complete as when newly done.

The brass is inlaid in a fine slab of Purbeck stone,—a thing of some value in itself, and which is capable of being fresh faced at a moderate cost.

Upon these considerations, I have thrown together in a hasty way these notes, with the view of obtaining the removal of this ancient monument from its present obscure place, and by such restorations as I have touched upon rendering it worthy of a situation in the present parish church. J. W. Archer.

NEWS IN THE IRON TRADE.—Notwithstanding confident assurances of a sustainment of the previous reduced prices, and of even an advance, the quarterly meeting has openly declared for a still further reduction of the previous nominal prices.

DISCOVERIES AT ST. CUTHBERT'S CHURCH, WELLS.

On removing the whitewash which has long disfigured the walls of Trinity Chapel, in St. Cuthbert's Church, a mural painting was found. It represents the Saviour in the act of preaching, with an angel above, bearing a shield with the five wounds emblazoned, and the following inscription:—

I.H.S. M.C.Y.

running horizontally in rows, as a diaper behind the figure; and underneath, the words

SALVATOR MUNDI.,

in large Lombardic characters.

A window (in the screen separating the Trinity from the adjoining chapel), containing tracery of very beautiful design, was also found. On proceeding further with the search, an altar was disclosed to view (which for many years must have been coated with plaster and whitewash), of design and workmanship which, according to the *Bristol Mirror*, which is our authority in this case, may challenge comparison with the most elaborate portions of Henry the Seventh's Chapel at Westminster, and can compete with any work extant.

"This discovery may be considered to include two altars, one in the chapel of the north aisle, and the other in the south; the northern one being far superior to the corresponding one on the opposite side.

The former consists of five arched compartments of equal height: in the centre one the span of the arch is of a greater width than the others. Each compartment is slightly recessed, and contains two canopied niches, one above another; which arrangement is continued throughout the five divisions. The recesses are flanked by buttress-work of the most graceful and slender description, which chiefly form the dividing members of each compartment.

The buttress-work carries a complete mass of crocket pinnacles, that, through their intricacy, present to the eye a lace-like effect. The work is of the best period of the Perpendicular style, and the whole of it has been most highly illuminated. The niches, which have a blue ground diapered with gold stars, formerly contained figures, more highly coloured than the other parts of the work, if we may judge from the remaining fragments, which, with the canopies that had been sawn off, and other mutilated portions, such as pinnacles, bosses, finials, &c., were found built in, as rubble, in the niches, so as to form a flush surface on the plastering, &c."

In the chancel, on removing the carved panel-work which surrounded the altar at this part of the church, *sedilia* were disclosed, of a plain though good design, and evidently coeval with the rest of the building. On removing a panel on the opposite side, there was discovered a priest's door, similar to that found two years since in the Ladye Chapel of the Cathedral. Also a piscina, with credence table, which bears marks of illumination, as did also the *sedilia*.

The journal we have quoted properly urges the inhabitants of Wells not to allow the church any longer to remain in its present state, but forthwith to restore it.

"Although a church-rate for this purpose has of late been refused, may we not hope that these discoveries will turn the tide of popular feeling, and that the beautiful as well as the useful may be considered worthy concomitants of the house of God, and consequently, of our consideration? We cannot do better than again refer to a speech of the Bishop of Norwich on a late occasion:—'I see not why taste in all its branches—why sculpture—painting—those blessed gifts of God, should be cast aside when speaking of religion, and should not be used to God Almighty's glory.'"

Archæological.—The West Norfolk Archæological Society met on Wednesday week, when the Rev. C. Boutell, of Downham, read a paper on Norfolk brasses, and a window of stained glass, the work of the Rev. Arthur Moore, of Walpole, was exhibited.——The Scarborough Society lately proceeded to open a tumulus at Peasholm, supposed to contain many valuable relics.

ALLEGED RAILWAY MISMANAGEMENT.

The chairmen of the London and North-Western, the London and South-Western, and the Great Western, had private conferences lately on the best means of restoring lost confidence in railway property, and improving its market value. From the little that transpired from a meeting at which even directors and secretaries were studiously excluded, it appeared that a cordial understanding had been come to, that no further responsibilities of any kind were to be incurred, that every measure which the law allowed was to be adopted to raise the market value of railway stock, by securing better dividends for shareholders, and that fewer trains were to be run on each line.

Herepath declares that it is to mismanagement and overreaching on the part of the railway administration itself that public confidence has been so far withdrawn, a circumstance which reduces the want of confidence and the dread of danger on the part of the share-broking public to the very same cause to which we have so often shown that not only the dread of danger and the want of confidence on the part of the railway *travelling* public, but their broken limbs and victimized lives must chiefly be attributed, namely, to the mismanagement and the self-overreaching, self-ruinous 'economy' of the railway directory in regard to everything necessary for the public safety that would involve, even temporarily, anything like money out of pocket, or additional cost or outlay voluntarily paid.

"The following startling facts," says *Herepath*, "demand the serious attention of railway shareholders, and show the fearful state to which the railway property in the United Kingdom has been brought by the overreaching manner in which its administration has been conducted:—

The capital expended on railways now open for traffic, stated in the traffic-table of the journal, amounts to 148,400,000*l.*: deducting 17,200,000*l.*, the amount stated by the Railway Companies in their last half-yearly reports to be unproductive, it leaves a productive capital of 131,200,000*l.* The revenue from traffic on the railways representing this capital, during the past half-year, amounted to 4,722,719*l.* and the working expenses to 2,341,770*l.*, leaving a profit of 2,380,949*l.*, or 1.81 per cent., for the half-year, on that capital.

Of the 131,200,000*l.* mentioned, there is 23,810,000*l.* representing the capital of lines which pay no dividend, some of which have not been many months in operation; the traffic, however, during the last half-year amounted to 376,244*l.*, and the working expenses to 241,033*l.* leaving a profit on capital for half-year of 135,211*l.*, or 0.50 per cent.

Deducting the capital expended on the non-paying dividend lines (23,810,000*l.*), and the traffic receipts and working expenditure belonging thereto, the sum of 107,390,000*l.* will remain as the aggregate capital of the dividend-paying lines, with traffic receipts for the past half-year of 4,346,475*l.*, and a working expenditure of 2,100,737*l.*, showing a profit from all sources, excepting balances of preceding accounts, of 2,245,738*l.*, or of 2.09 per cent. for the past half-year. These facts speak for themselves, and prove that public confidence in railway management has had at least some grounds for being shaken. It is no matter how skilful the great railway men may be, how honourable, or how rich; the tendency of their management for the past three years has not only been to seriously jeopardise the property of those who are compelled to pay up 3,000,000*l.* in calls every month, but by means of amalgamations and leases to bring down dividends of good trunk lines from 8 and 10 per cent. per annum to less than half that amount. Here is no theory, but absolute practice, and the result of overreaching mismanagement. Things, it would seem, must be much worse before they get better; the calls are made month after month, as if nothing was the matter, to the injury, if not destruction, of the greater part of the railway property. Upwards of 25,600,000*l.* have been called upon railways in the united kingdom during the present year, and about 31,000,000*l.* were called up last year; and as the Directors of the Railway Companies are authorised by Parliament to call up at least 170,000,000*l.* more, the same course will, it is to be feared, go on until some awful crisis puts a stop to these calls, or until the whole is involved in one common ruin. There are men who will no doubt gain much by these heavy transactions, have their ambitious objects promoted, and their wealth increased; but the great mass of railway shareholders must feel the effect of these great operations, and lose thereby to a considerable extent. Should railway Directors continue their present overwhelming management, there is no telling where the line of railway depreciation will stop."

The *Times*, too, makes a grave charge of another sort against this same management.

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